

Affordable Housing and Sustainable Communities Program

Bay Area Listening Workshop

Joseph P. Bort MetroCenter Auditorium

Oakland, California

Wednesday, July 29, 2015

9:30-11:30 AM



Agenda

1. Welcome
2. Presentation – Allison Joe, Strategic Growth Council
 - Cap and Trade and AHSC
 - Round 1 Highlights
3. Successful Project: City, Transit, and Developer Panel
 - Abigail Thorne-Lyman, BART
 - Michele Byrd, City of Oakland
 - Orissa Stewart-Rose, Enterprise Community Partners
4. Introduction of Key Technical Assistance Providers
 - Orissa Stewart-Rose, Enterprise Community Partners
 - James Pappas, CHPC
 - Ann Cheng, Transform
5. Q&A and Feedback on Programs and Regulations
 - Strategic Growth Council, MTC and ABAG staff
6. Getting Ready for Round 2
7. Close and Wrap-Up

1. Welcome

AHSC Round One and the Bay Area

- **11** projects selected for award
- **\$47 million** awarded (39% of statewide funds)
- **Nearly 800** units of affordable housing
- **9** cities
- **10** projects in Priority Development Areas

2. Strategic Growth Council Presentation

Affordable Housing and Sustainable Communities Program

July 29, 2015

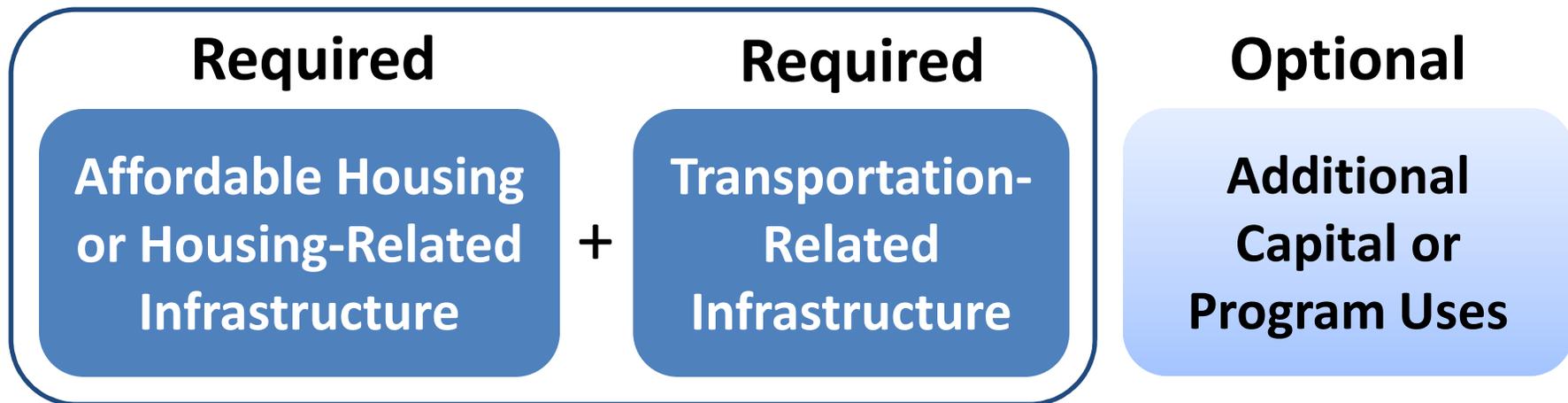
Oakland, CA

Vision of the AHSC Program

To fund projects that result in the reduction of greenhouse gas emissions and vehicle miles travelled (VMT) and increase accessibility of housing, employment centers and key destinations through low-carbon transportation options such as walking, biking and transit.

Transit-Oriented Developments

- Located within a ½ mile of High-Quality Transit



Integrated Connectivity Projects

- Must have Qualifying Transit
- May include affordable housing, but not required



What is Qualifying Transit?

- A transit line serving the public and includes various forms of fixed transit service (Rail Service and Bus Service) and Flexible Transit Service.
- Flexible Transit Service is characterized by flexible routing and scheduling of small/medium vehicles operating in shared-ride mode between pick-up and drop-off locations according to passenger needs. Flexible Transit Service includes vanpool, shuttle and feeder bus systems.

2014-15 Bay Area Projects

- 1) El Cerrito: Senior Mixed Use Apartments
- 2) Emeryville: 3706 San Pablo
- 3) Fremont: Central Commons
- 4) Hayward: Hayward Senior Apartments
- 5) Oakland: Camino 23
- 6) Oakland: Civic Center 14 Apartments
- 7) Richmond: Miraflores Senior Housing
- 8) San Francisco: Eddy & Taylor Family Housing and
- 9) San Francisco: Mission Bay South Block 6 East
- 10) San Jose: 777 Park
- 11) Walnut Creek: Riviera Family Apartments

Key Factors in Year One

- Project Readiness (Permits and Environmental Clearances)
- Other Funding Sources
- Housing Unit Density
- Proximity to Dense Job Centers
- Transit
- Caps

3. Successful Project: City, Transit, and Developer Panel

- Abigail Thorne-Lyman, BART
- Michele Byrd, City of Oakland
- Orissa Stewart-Rose, Enterprise Community Partners

Role of BART in AHSC Applications





BART Plans for AHSC *FY2014-15*

- In May 2015, the BART Board approved moving forward with five AHSC applications
- Partner on three full applications
- Awarded two

Station	Amount	Improvement	Lead Applicant
12 th Street Oakland	\$250,000	Bike Improvements	Meta Housing
San Leandro	\$550,000	Lighting, Ped Improvements	Bridge Housing
Hayward	\$200,000	Bike Improvements, Wayfinding	Meta Housing

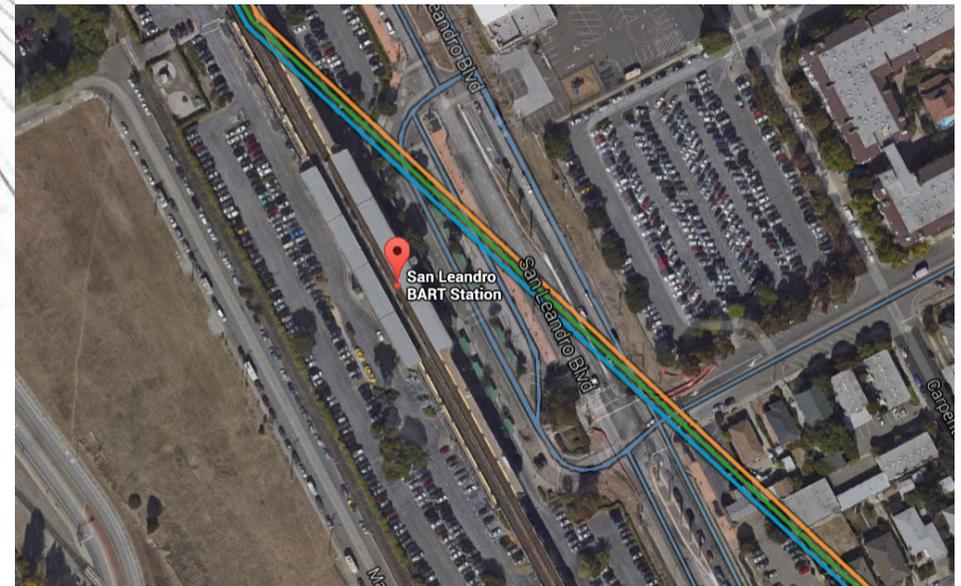


TOD Implementation Working Group



Bay Area Regional Collaborative





BART Bike Parking Capital Program

Increasing bike access while reducing bikes onboard

April 2013



EISEN | LETUNIC
TRANSPORTATION, ENVIRONMENTAL AND URBAN PLANNING



CITY OF OAKLAND

AHSC Year One Reflections

Michele Byrd

Director of Housing and Community Development, City of
Oakland

MTC Forum – July 29th 2015

SAHA's Camino 23 – International Blvd



AHSC TOD award of \$3,062,730

- SAHA infrastructure award = \$2,239,705 for affordable housing unit development
- City of Oakland infrastructure award = \$726,050 for International Blvd improvements (repaired sidewalks, lighting, special intersection paving)
- \$46,975 for bulk purchase of free AC Transit for residents
- \$50,000 for City of Oakland staff management of Ped and Bike Program



AHSC Practice

Orissa Stewart-Rose

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Recommendations for AHSC Year 2

- 1. Start now!**
- 2. Review Existing AHSC Program Materials**
 1. Year One Award Report and Project Summaries
 2. AHSC Guidelines
 3. Feedback shared by partner agencies, cities and developers
 4. Related reports
- 3. Build connections**
 - a) Identify who will be the lead for AHSC work within your department/agency
 - b) Identify what public and private partners you want to coordinate with
 - c) Connect with TA providers
 - d) Host informational meetings and share rough timelines
- 4. Assess and organize pipelines**
- 5. Stay engaged throughout the Fall-Winter**

*AHSC Listening Session • July 29, 2015
Hosted by Metropolitan Transportation Commission*



**EDEN
HOUSING**

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El Cerrito Senior Mixed Use Apartments El Cerrito, Contra Costa County



- AHSC TOD Award for \$5,657,872
- Eden award = \$5,271,696 for affordable housing unit development
- City of El Cerrito award = \$363,469 for Ohlone Greenway Enhancement Project (TRI)
- \$22,680 for bulk purchase of free AC Transit passes for residents

Miraflores Senior Apartments, Richmond, Contra Costa County



- AHSC ICP Award for \$5,077,558
- Eden award = \$4,024,606 for affordable housing unit development
- City of Richmond award = \$1,024,512 for Baxter Creek Greenbelt (Park + Bike/Ped connections)
- \$28,440 for bulk purchase of free AC Transit passes for residents

4. Introduction of Key Technical Assistance Providers

- Orissa Stewart-Rose, Enterprise Community Partners
- James Pappas, CHPC
- Ann Cheng, Transform

Enterprise Community Partners - AHSC Practice

Policy

In coordination with NPH, CHPC, Housing CA and Transform:

- GGRF and AHSC Funding and Program Guideline Feedback
- Knit statewide relationships
- Spread AHSC awareness and cultivate program across counties

Technical Assistance

Support for public agencies and cross sector teams

- Capacity Assessments
- informational convenings
- Co-Applicant Coordination
- Comprehensive application assistance
- Align technical assistance and grants
- Stage future applications

Tools

- Pipeline manager and partnership app
- Toolkit:
 - Year One Lessons Learned & Recommendations
 - Citation library for Co-benefits
 - Best Practices for program planning
 - Overview Packets
 - Process and templates
 - Messaging AHSC 101





California Housing Partnership Corporation (CHPC)

James Pappas

Housing Preservation & Policy Research Manager

MTC AHSC Forum July 29th, 2015

California Housing Partnership's Roles:

- Financial Consulting for Affordable Housing Preservation and Development
- Policy Analysis and Advocacy
- Research and Publications

**Income, Location Efficiency, and VMT:
Affordable Housing as a Climate Strategy**

by

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**PRESERVATION OF
AFFORDABLE HOMES
NEAR TRANSIT TOOLKIT**



Programs with Synergy Opportunities with AHSC

- Low Income Housing Tax Credits
 - Amenities scoring encourages walkability and access to transit
- Active Transportation Program
 - Bike and Pedestrian Activities and Trainings
- Low Carbon Transit Operations Program
- Transit and Intercity Rail Program
 - Ridership Synergies
- Transit Pass Programs
 - Discounts and bulk buying programs
- Solar and Energy Efficiency Programs

Translating AHSC's emissions scoring tool, CalEEMod, to project design and financing

- **Deepest calculated savings** come from:
 - Density (but only up to 40 du)
 - Parking (but only up to 50% lower than ITE parking ratio)
 - Distance from Job Center (set at 5,000 jobs/mile statewide)
 - Distance from Transit
 - Transit subsidy/Transit passes
 - Mixed Use Commercial Centers (esp. grocery stores)
 - Size of project (units at as a multiplier for GHG score)
- Cannot interpret scale of many transit and pedestrian improvements, can lead to smaller scale TRIs
- **Dropping \$\$ requested is easier than including other measures to increase GHG reductions**

Common Issues with Housing/Transit Synergy

- **Control**

- It is easier for Housing entities to control and influence on site improvements instead of major transportation upgrades. Vice versa for transit agencies.

- **Timing**

- Transit and housing are planned, funded and developed on different time horizons.

- **Funding together vs. Planning together**

- Synergies may not be enough to apply for funds jointly.

- **New and Unfamiliar partnerships**

- Timing and control issues make partnerships new partnerships hard to form. Which pieces should each entity be responsible for? Who is the partner?: City, public works, local transit agency, regional transit agency.

Contacts:

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TransForm



Our communities. Our transportation. Our future.



GreenTRIP

Housing California AHSC Lessons

April 28, 2015

Jennifer West
GreenTRIP Policy Analyst
jwest@transformca.org



Lessons Learned: GHG Quantifications

Jennifer West, TransForm

- AHSC GHG evaluation
 - CalEEMod (based on CAPCOA quantifications)
 - ARB adjustments
 - Transit and Connectivity (TAC) for bike and ped projects (also new bus service, vanpools)
- CalEEMod does not reward all transit, bikeway and pedestrian improvements.
- Dropping \$\$ request may be easier than increasing GHG reductions to improve scores.

What was rewarded most?

- **Deepest GHG reductions** came from:
 - Density (ARB adjustment)
 - Proximity to Job Center (ARB adjustment)
 - Transit Subsidy with passes (ARB adjustment)
 - Parking reduction from ITE standard(CalEEMod)
 - Proximity to Transit stop (CalEEMod)
 - Mixed Use, grocery stores (CalEEMod)
- Size of project – with more units a project has more room for reductions from GHGs

ARB Adjustments for AHSC

- **Density:** CalEEMod max = 7.5 du/acre.
ARB adjustment max = 40 du/acre.
30% reduction possible
- **Job Center:** ARB job center = census tract with 5,000 jobs/square mile. If less than 12 miles from site, GHGs are reduced. 20% reduction possible
- **Transit passes:** CalEEMod reduces for employees only. ARB added a residential transit pass subsidy reduction up to 20%, depending on \$\$ of subsidy, # of years offered, and % of residents covered.

Concerns

- **Affordability:** The model does not recognize **depth of affordability** – Extremely low-income and Moderate-income units may have the same GHG reduction. Moderate-income projects may score better due to a lower \$\$ request.
- **Consider GHG/unit rather than GHG/\$\$**
- **VMT Only:** AHSC only counted GHGs reduced through VMT reduction, so projects receive no GHG credit for adding Parks/Open Space/Urban Greening, nor for Energy Efficiency or Solar.
- AHSC quantification does not reward lots of good things in excellent TOD development.

Basic Statistics

	Average	Median	Range
Number of units	75	70	30 - 150
Density du/acre	89	77	12 – 110
Distance to job center	1 mile	0.2 mile	0 to >12 miles
Percent GHGs reduced	84%	86%	35% - 107%
GHG Reductions per unit over 30 years	239 MTCO ₂	187 MT CO ₂	45 - 694

Positive Outcomes

- The state is putting new funds toward affordable housing that shows GHG reductions.
- Shows a real need for good modeling to guide funding decisions – GreenTRIP Connect tool (2015-16) provides that.
- Many of the traffic reduction strategies that GreenTRIP supports are included in the AHSC program.

5. Q&A and Feedback on Programs and Regulations

SGC Areas of Interest

1. Housing & Transportation Collaboration, including Transit
 - Did the program successfully encourage collaboration between the housing, active transportation, and transit sectors?
2. Process
 - Did this process adequately support attainment of the objectives of the program?
3. Technical Assistance
 - Was the technical assistance at various phases sufficient?
 - What areas of technical assistance should be prioritized for Year Two?
4. GHG Quantification Methodology
 - Does the GHG Quantification Methodology achieve the objectives of quantifying emissions from projects?
 - Did the GHG score weighting (55%) compared with the other scoring criteria achieve the objectives of the program?
5. Geographic Distribution
 - Did the program fund a diverse range of projects and place types?

Written public comments can be submitted to ahsc@sgc.ca.gov no later than July 31, 2015 to inform Fall Guideline Revision

Thank you!

6. Getting Ready for Round 2

Estimated Timeline

JULY 14, 2015	Sacramento Council Workshop: Lessons Learned
JULY 20, 2015	Los Angeles Council Workshop: Lessons Learned
JULY 29, 2015	MTC AHSC Listening Session
AUG/SEPT 2015	Revise Guidelines
FALL 2015	Release Draft Revised Guidelines and hold 3-4 Regional Workshops on Guidelines
WINTER 2015	Revise Guidelines and hold Council Meeting to vote on approval of Guidelines

7. Close and Wrap-Up

Contact Information

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